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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/782,989	02/20/2004	James A. Walker	IS01349TC	7145
22917	7590	11/20/2006	EXAMINER	
MOTOROLA, INC. 1303 EAST ALGONQUIN ROAD IL01/3RD SCHAUMBURG, IL 60196			MANCHO, RONNIE M	
			ART UNIT	PAPER NUMBER
			3663	

DATE MAILED: 11/20/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

**Office Action Summary**

Application No.

10/782,989

Applicant(s)

WALKER, JAMES A.

Examiner

Ronnie Mancho

Art Unit

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-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

**Period for Reply**

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

**Status**

- 1) ☒ Responsive to communication(s) filed on 20 September 2006.
- 2a) ☒ This action is **FINAL**. 2b) ☐ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

**Disposition of Claims**

- 4) ☒ Claim(s) 1-9, 11-22, 24-34 and 36-62 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 1-9, 11-22, 24-34, 36-62 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

**Application Papers**

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on \_\_\_\_\_ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

**Priority under 35 U.S.C. § 119**

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some \* c) ☐ None of:
- ☐ Certified copies of the priority documents have been received.
  - ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
  - ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

**Attachment(s)**

- |                                                                                                            |                                                                                         |
|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1) <input type="checkbox"/> Notice of References Cited (PTO-892)                                           | 4) <input type="checkbox"/> Interview Summary (PTO-413)<br>Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)                       | 5) <input type="checkbox"/> Notice of Informal Patent Application                       |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08)<br>Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____                                                |

## DETAILED ACTION

### *Specification*

1. The amendment filed 4/6/06 is objected to under 35 U.S.C. 132(a) because it introduces new matter into the disclosure. 35 U.S.C. 132(a) states that no amendment shall introduce new matter into the disclosure of the invention. The added material which is not supported by the original disclosure is as follows:

In the amended abstract the applicant has changed "Such *preexisting* turn signal indicators include the dedicated turn signal indicators normally present within or on the vehicle" to "Such turn signal indicators as *activated pursuant to embodiments of the invention* include the dedicated turn signal indicators normally present within or on the vehicle".

In the amended abstract, the applicant has changed "Because *preexisting* turn signal indicators are used *in embodiments of the invention*, turn notification is made simpler and more economical as additional indicators" to "Because turn signal indicators are used, turn notification is made simpler and more economical as additional indicators.

Applicant is required to cancel the new matter in the reply to this Office Action.

2. The abstract of the disclosure is objected to because of the new matter issues cited above. Correction is required. See MPEP § 608.01(b).
3. The amended specification filed 4/6/06 has not been entered because it does not conform to 37 CFR 1.125(b) and (c) because: of the addition of the new matter cited above.

***Claim Rejections - 35 USC § 103***

4. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

5. Claims 1- 6, 8-9, 11-19, 21-22, 24-34, 36-40, 43-51, 53-62 rejected under 35 U.S.C. 103(a) as being unpatentable over McCarthy et al (US 2001/0039475) in view of applicant's admitted prior art. (abstract, specification, page 8, section 0025; page 11, section 0034 ; etc).

Regarding claim 1, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose a method for notifying of an upcoming turn in a vehicle traveling along a route, comprising:

electronically generating a turn notification signal upon electronically determining that the vehicle is approaching a turn along the route (abstract, sec. 001, 0012, 0016, 0019); and

automatically illuminating at least one turn signal indicator associated with the vehicle in response to the turn notification signal, wherein the turn signal indicator comprises an indicator proximate to an instrument cluster on a dashboard of the vehicle (abstract, sec. 001, 0012, 0016, 0019).

McCarthy did not disclose a pair of indicators comprising a left and right turn indicator; however, the applicant's prior art teaches of a method of notifying of an upcoming turn in a vehicle traveling along a route, wherein a turn signal indicator comprises a pair of indicators comprising a left turn and a right turn indicator.

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Therefore, it would have been obvious to one of ordinary skill in the art of vehicle navigation to modify the McCarthy device as taught by the applicant's admitted prior for the purpose of effectively indicating left and right directions of travel to a vehicle occupant and to other vehicles in traffic.

Regarding claim 2, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, wherein generating the turn notification signal comprises determining the location of the vehicle relative to the location of the turn.

Regarding claim 3, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 2, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 4, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 2, wherein determining the location of the vehicle relative to the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

Regarding claim 5, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, wherein generating the turn notification signal comprises use of a server in wireless communication with the vehicle.

Regarding claim 6, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, wherein the turn signal indicator is independently activatable by a driver of the vehicle (e.g. driver turns power on).

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Regarding claim 8, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, further comprising audibly broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 9, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 8, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 10, McCarthy et al (as best understood) disclose the method of claim 8, wherein the audible turn notification emulates a sound produced upon manual engagement of a turn signal selector associated with the vehicle (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019).

Regarding claim 11, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, further comprising allowing the driver to override the automatically illuminated turn signal indicator.

Regarding claim 12, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, further comprising disabling the illumination of the illuminated turn signal after the vehicle has passed the turn.

Regarding claim 13, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 1, further comprising illuminating a turn signal indicator which is external to the vehicle in response to the turn notification signal.

Regarding claim 14, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose a method for notifying of an upcoming turn in a vehicle traveling along a route, comprising:

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electronically generating a turn notification signal upon electronically determining that the vehicle is approaching a turn along the route; and

automatically illuminating at least one turn signal indicator associated with the vehicle in response to the turn notification signal (figs. 1&2).

McCarthy did not disclose “wherein the turn signal indicator is external to the vehicle”; however, “wherein the turn signal indicator is external to the vehicle”.

Therefore, it would have been obvious to one of ordinary skill in the art of vehicle navigation to modify the McCarthy device as taught by the applicant’s admitted prior for the purpose of effectively indicating left and right directions of travel to a vehicle occupant and to other vehicles in traffic.

Regarding claim 15, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein generating the turn notification signal comprises determining the location of the vehicle relative to the location of the turn.

Regarding claim 16, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 15, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 17, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 15, wherein determining the location of the vehicle relative to the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

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Regarding claim 18, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein generating the turn notification signal comprises use of a server in wireless communication with the vehicle.

Regarding claim 19, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein the turn signal indicator is independently activatable by a driver of the vehicle (e.g. turning on the power).

Regarding claim 21, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, further comprising audibly broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 22, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 21, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 23, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) in view of the prior art disclose the method of claim 21, wherein the audible turn notification emulates a sound produced upon manual engagement of a turn signal selector associated with the vehicle.

Regarding claim 24, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, further comprising allowing the driver to override the automatically illuminated turn signal indicator.

Regarding claim 25, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, further comprising disabling the illumination of the illuminated turn signal after the vehicle has passed the turn.



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Regarding claim 26, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein the at least one turn signal indicator is proximate to front and/or rear bumpers of the vehicle.

Regarding claim 27, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 14, wherein the turn signal indicator is proximate to a side view mirror.

Regarding claim 28, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method for notifying of an upcoming turn in a vehicle traveling along a route, comprising:

electronically generating a turn notification signal upon electronically determining that the vehicle is approaching a turn along the route; and

automatically illuminating at least one turn signal indicator associated with the vehicle in response to the turn notification signal.

McCarthy did not disclose “wherein the turn signal indicator is independently manually activated by a driver of the vehicle using a turn signal selector”; however, the applicant’s prior art disclose “wherein the turn signal indicator is independently manually activated by a driver of the vehicle using a turn signal selector”.

Therefore, it would have been obvious to one of ordinary skill in the art of vehicle navigation to modify the McCarthy device as taught by the applicant’s admitted prior for the purpose of effectively indicating left and right directions of travel to a vehicle occupant and to other vehicles in traffic.

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Regarding claim 29, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein generating the turn notification signal comprises determining the location of the vehicle relative to the location of the turn.

Regarding claim 30, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 29, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 31, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 29, wherein determining the location of the vehicle relative to the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

Regarding claim 32, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein generating the turn notification signal comprises use of a server in wireless communication with the vehicle.

Regarding claim 33, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, further comprising audibly broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 34, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 33, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 35, McCarthy et al in view of applicant's prior art disclose the method of claim 33, wherein the audible turn notification emulates a sound produced upon manual activation of the turn signal selector (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019).

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Regarding claim 36, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, further comprising allowing the driver to override the automatically illuminated turn signal indicator.

Regarding claim 37, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, further comprising disabling the illumination of the illuminated turn signal after the vehicle has passed the turn.

Regarding claim 38, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein the at least one turn signal indicator is proximate to front and/or rear bumpers of the vehicle.

Regarding claim 39, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein the turn signal indicator is proximate to a side view mirror.

Regarding claim 40, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 28, wherein the turn signal indicator is proximate to an instrument cluster on a dashboard of the vehicle.

Regarding claim 43, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method for notifying of an upcoming turn in a vehicle traveling along a route, comprising:

electronically generating a turn notification signal upon electronically determining that the vehicle is approaching a turn along the route; and

automatically illuminating at least one turn signal indicator associated with the vehicle in response to the turn notification signal, wherein the turn signal indicator is substantially within the line of sight of a driver of the vehicle.

McCarthy did not disclose “wherein the turn signal indicator is independently manually activated by a driver of the vehicle using a turn signal selector”; however, the applicant’s prior art disclose “wherein the turn signal indicator is independently manually activated by a driver of the vehicle using a turn signal selector”.

Therefore, it would have been obvious to one of ordinary skill in the art of vehicle navigation to modify the McCarthy device as taught by the applicant’s admitted prior for the purpose of effectively indicating left and right directions of travel to a vehicle occupant and to other vehicles in traffic.

Regarding claim 44, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, wherein generating the turn notification signal comprises determining the location of the vehicle relative to the location of the turn.

Regarding claim 45, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 44, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 46, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 44, wherein determining the location of the vehicle relative to the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

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Regarding claim 47, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, wherein generating the turn notification signal comprises use of a server in wireless communication with the vehicle.

Regarding claim 48, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, further comprising audibly broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 49, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 48, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 50, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, further comprising allowing the driver to override the automatically illuminated turn signal indicator.

Regarding claim 51, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the method of claim 43, further comprising disabling the illumination of the illuminated turn signal after the vehicle has passed the turn.

Regarding claim 53, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system for notifying of an upcoming turn in a vehicle comprising:

traveling along a route;

a controller for receiving a command for issuing a turn notification signal, wherein the turn notification signal indicates that the vehicle is approaching a turn along the route; and

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at least one turn signal indicator for receiving the turn notification signal, wherein the turn signal indicator is automatically activated upon receipt of the turn notification signal, and wherein the turn signal indicator is at least one selected from the group consisting of:

an indicator proximate to an instrument cluster on a dashboard of the vehicle;

an indicator external to the vehicle; and

an indicator reflected from a windshield of a vehicle.

McCarthy did not disclose “wherein the turn signal indicator is independently manually activated by a driver of the vehicle using a turn signal selector”; however, the applicant’s prior art disclose “wherein the turn signal indicator is independently manually activated by a driver of the vehicle using a turn signal selector”.

Therefore, it would have been obvious to one of ordinary skill in the art of vehicle navigation to modify the McCarthy device as taught by the applicant’s admitted prior for the purpose of effectively indicating left and right directions of travel to a vehicle occupant and to other vehicles in traffic.

Regarding claim 54, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, wherein the turn notification signal is generated by determining the location of the vehicle relative to the location of the turn.

Regarding claim 55, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 54, wherein determining the location of the vehicle comprises use of a Global Positioning System.

Regarding claim 56, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 54, wherein determining the location of the vehicle relative to

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the location of the turn comprises determining whether the location of the vehicle is within a certain distance of the turn.

Regarding claim 57, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, but McCarthy did not disclose a pair of indicators comprising a left and right turn indicator; however, the applicant's prior art teaches of a method of notifying of an upcoming turn in a vehicle traveling along a route, wherein a turn signal indicator comprises a pair of indicators comprising a left turn and a right turn indicator.

Therefore, it would have been obvious to one of ordinary skill in the art of vehicle navigation to modify the McCarthy device as taught by the applicant's admitted prior for the purpose of effectively indicating left and right directions of travel to a vehicle occupant and to other vehicles in traffic.

Regarding claim 58, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, further comprising at least one speaker for audibly broadcasting an audible turn notification within the vehicle in response to the turn notification signal.

Regarding claim 59, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 58, wherein the audible turn notification comprises a voice specifying the nature of the upcoming turn.

Regarding claim 60, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, wherein the controller and the turn signal indicator are coupled through a vehicle bus.

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Regarding claim 61, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, wherein the controller is directly coupled to the turn signal indicator through a dedicated path.

Regarding claim 62, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) disclose the system of claim 53, wherein the external indicator is proximate to at least one position selected from the group consisting of a hood of the vehicle, a bumper of the vehicle, a windshield of the vehicle, a side of the vehicle, and a hood ornament of the vehicle.

***Claim Rejections - 35 USC § 103***

6. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

7. Claim 7, 20, 41, 42, 52 are rejected under 35 U.S.C. 103(a) as being unpatentable over McCarthy and applicant's prior art as applied to the claims above and further in view of Tonar et al (US 2004/0160657).

Regarding claims 7, 20, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) and applicant's prior art disclose the invention as described above, but did not mention a turn signal indicator that is independently activated by a driver by manipulating a lever. However, Tonar et al (fig. 12, sec. 0230) teach of a method for notifying of an upcoming turn in a vehicle traveling along a route, wherein a turn signal indicator is independently activatable by the driver by manipulating a lever coupled to a steering column in the vehicle.



Therefore, it would have been obvious to one of ordinary skill in the art of displaying navigation signals in a vehicle to modify the McCarthy et al device as suggested by Tonar for the purpose indicating to other motorist that a driver of a host vehicle is going to change lanes.

Regarding claim 41, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) and applicant's prior art disclose the method of claim 28, but did not disclose a lever as a turn signal actuator. However, Tonar et al (fig. 12, sec. 0230) teach of a method for notifying of an upcoming turn in a vehicle traveling along a route, wherein the turn signal selector comprises a lever.

Therefore, it would have been obvious to one of ordinary skill in the art of displaying navigation signals in a vehicle to modify the McCarthy et al device as suggested by Tonar for the purpose indicating to other motorist that a driver of a host vehicle is going to change lanes.

Regarding claim 42, Tonar et al disclose the method of claim 41, wherein the lever is coupled to a steering column.

8. Claim 52 is rejected under 35 U.S.C. 103(a) as being unpatentable over McCarthy et al and applicant's prior art as applied to claim 43 and further in view of Winters (US 2003/0162572).

Regarding claim 52, McCarthy et al (abstract, figs. 1&2; abstract, sec. 001, 0012, 0016, 0019) and applicant's prior art disclose the method of claim 43, but did not disclose that at least one turn signal indicator (which is guidance) is reflected from a windshield of a vehicle. However Winters (sec. 0018, 0020, 0037) teaches of other forms of displaying guidance information in a vehicle, wherein at least one turn signal indicator is reflected from a windshield of a vehicle.

Therefore, it would have been obvious to one of ordinary skill in the art of guidance information display to modify the McCarthy device as taught by Winters for the purpose providing an integrated information management platform.

### ***Response to Arguments***

9. Applicant's arguments filed 9/20/06 have been fully considered but they are not persuasive.

Applicant argues that the amendment to the abstract does not introduce new matter. The respectfully disagrees. The applicant did not have possession of the added limitation as pointed out above.

Further, in response to applicant's argument that there is no suggestion to combine the references, the examiner recognizes that obviousness can only be established by combining or modifying the teachings of the prior art to produce the claimed invention where there is some teaching, suggestion, or motivation to do so found either in the references themselves or in the knowledge generally available to one of ordinary skill in the art. See *In re Fine*, 837 F.2d 1071, 5 USPQ2d 1596 (Fed. Cir. 1988) and *In re Jones*, 958 F.2d 347, 21 USPQ2d 1941 (Fed. Cir. 1992). In this case, McCarthy did not disclose a pair of indicators comprising a left and right turn indicator; however, the applicant's prior art teaches of a method of *notifying of an upcoming turn in a vehicle traveling along a route*, wherein a turn signal indicator comprises a pair of indicators comprising a left turn and a right turn indicator.

Therefore, it would have been obvious to one of ordinary skill in the art of vehicle navigation to modify the McCarthy device as taught by the applicant's admitted prior for the

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purpose of effectively indicating upcoming left and right directions of travel to a vehicle occupant *and to other vehicles in traffic*.

Applicant's argument that AAPA does not discuss navigation is irrelevant and moot. Applicant does not provide the meaning of what he believes to be "navigation" different from the definition of "navigation" in the art. Contrary to applicant's arguments, AAPA disclose guiding a car on a road notifying the car occupants and other vehicles in traffic of upcoming turns. This surely has the advantage to *navigate* a car properly on a road and also helps to prevent accidents by notifying other vehicles in traffic of the intended turns to be made by the host vehicle. Therefore, AAPA disclose navigation in conjunction with upcoming turns as pointed out above. McCarthy generally disclose a single turn signal on a host vehicle, but is not very specific about upcoming turns or notifying other vehicles in the traffic of upcoming turns. One of ordinary skill in the art will surely modify McCarthy after gaining the knowledge taught by the AAPA device for the purpose of preventing accidents and notifying a driver of an upcoming turn so that the driver may not miss an important turn on a road.

Applicant argues about traditional right and left turn signals. It is not clear what all is meant and encompassed by "*traditional* turn signals" as far as patentability is concerned.

Applicant's argument that the discussion in the background section of the prior art does not comprise Applicant's Admitted Prior Art is contradictory because on the one hand applicant is admitting disclosure of a prior art system and on the other hand, applicant's arguments do not concede that the discussion of the prior art in the background section constitutes prior art.

The rejections are considered proper and thus stand.

***Conclusion***

10. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire **THREE MONTHS** from the mailing date of this action. In the event a first reply is filed within **TWO MONTHS** of the mailing date of this final action and the advisory action is not mailed until after the end of the **THREE-MONTH** shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than **SIX MONTHS** from the date of this final action.

***Communication***

11. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Ronnie Mancho whose telephone number is 571/272/6984. The examiner can normally be reached on Mon-Thurs: 9-5.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Jack Keith can be reached on 571/272/6878. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

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Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

Ronnie Mancho  
Examiner  
Art Unit 3663

11/13/06

  
JACK KEITH  
SUPERVISORY PATENT EXAMINER